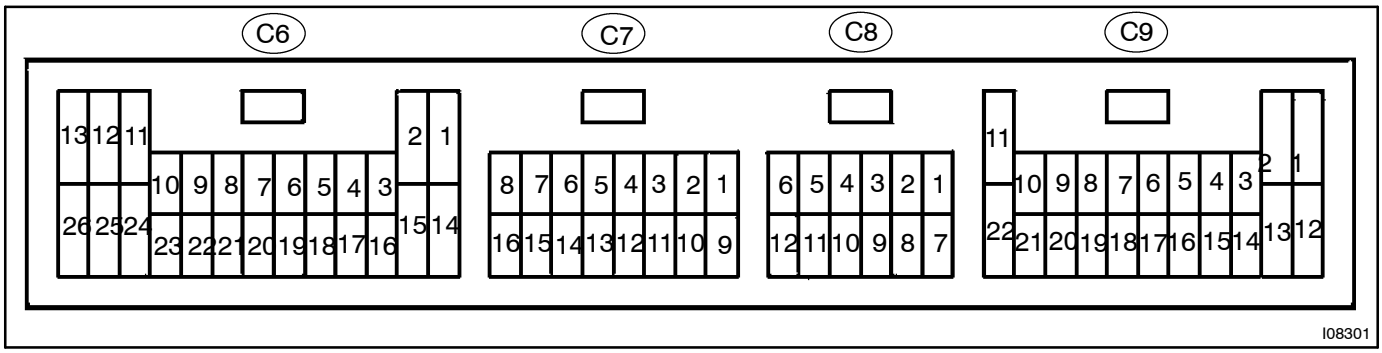
DI90M–01

TERMINALS OF ECU

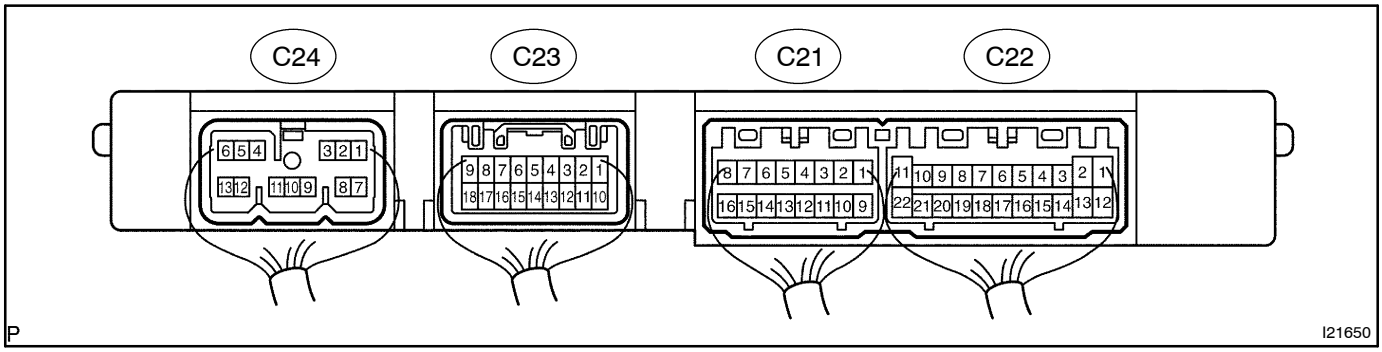
w/o Navigation system:



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
IG ↔ GND (C9–1 ↔ C9–22)	R–L ↔ W–B	IG switch OFF → ON	10 – 14 V
ACC ↔ GND (C9–2 ↔ C9–22)	GR ↔ W–B	Turn ignition switch ACC	10 – 14 V
AIF ↔ GND (C9–6 ↔ C9–22)	G–W ↔ W–B	IG ON. Push REC switch	Below 1.0 V
		IG ON. Push FRS switch	10 – 14 V
AIR ↔ GND (C9–7 ↔ C9–22)	LG–B ↔ W–B	IG ON. Push REC switch	10 – 14 V
		IG ON. Push FRS switch	Below 1.0 V
FrAMC ↔ GND (C9–8 ↔ C9–22)	P–G ↔ W–B	IG ON. Set temp. : Max Cool	10 – 14 V
		IG ON. Set temp. : Max Hot	Below 1.0 V
FrAMH ↔ GND (C9–9 ↔ C9–22)	P–B ↔ W–B	IG ON. Set temp. : Max Cool	Below 1.0 V
		IG ON. Set temp. : Max Hot	10 – 14 V
+B ↔ GND (C9–12 ↔ C9–22)	G–R ↔ W–B	Always	10 – 14 V
FrS5 ↔ FrSG (C8–1 ↔ C8–12)	G–R ↔ Y–G	IG ON	4.5 – 5.5 V
FrTR ↔ FrSG (C8–2 ↔ C8–12)	B ↔ Y–G	IG ON. Cabin temp. : 25 °C (77 °F)	1.8 – 2.2 V
		IG ON. Cabin temp. : 40 °C (104 °F)	1.2 – 1.6 V
TAM ↔ FrSG (C8–3 ↔ C8–12)	L–Y ↔ Y–G	IG ON. Ambient temp. : 25 °C (77 °F)	1.3 – 1.8 V
		IG ON. Ambient temp. : 40 °C (104 °F)	0.8 – 1.3 V
FrTE ↔ FrSG (C8–4 ↔ C8–12)	GR–B ↔ Y–G	IG ON. Evaporator temp. : 0 °C (32 °F)	2.0 – 2.4 V
		IG ON. Evaporator temp. : 15 °C (59 °F)	1.4 – 1.8 V
TS ↔ FrSG (C8–6 ↔ C8–12)	B–Y ↔ Y–G	IG ON. Sensor subjected electric light	0.8 – 4.3V
		IG ON. Sensor covered by a cloth	Below 0.8 V
FrTP ↔ FrSG (C8–8 ↔ C8–12)	B–Y ↔ Y–G	IG ON. Set temp. : Max. Cool	3.5 – 4.5 V
		IG ON. Set temp. : Max. Hot	0.5 – 1.5 V
TPI ↔ FrSG (C8–9 ↔ C8–12)	L–R ↔ Y–G	IG ON. Push REC switch	3.5 – 4.5 V
		IG ON. Push FRS switch	0.5 – 1.5 V
FACE ↔ GND (C7–3 ↔ C9–22)	GR ↔ W–B	Mode control switch except FACE → FACE	From 10 – 14 V to below 1.0 V
B/L ↔ GND (C7–4 ↔ C9–22)	BR–W ↔ W–B	Mode control switch except BI –LEVEl → BI–LEVEL	From 10 – 14 V to below 1.0 V
FOOT ↔ GND (C7–5 ↔ C9–22)	W ↔ W–B	Mode control switch except FOOT → FOOT	From 10 – 14 V to below 1.0 V

F/D ↔ GND (C7–10 ↔ C9–22)	P–L ↔ W–B	Mode control switch except FOOT/DEF → FOOT/DEF	From 10 – 14 V to below 1.0 V
DEF ↔ GND (C7–11 ↔ C9–22)	B–W ↔ W–B	Mode control switch except DEF → DEF	From 10 – 14 V to below 1.0 V
FrBLW ↔ GND (C7–12 ↔ C9–22)	W–R ↔ W–B	Blower fan OFF → M2 → DEF	ON: Below 1.0 V
			OFF: 10 – 14 V
FrHR ↔ GND (C7–13 ↔ C9–22)	Y–R ↔ W–B	Blower fan OFF → ON	From 10 – 14 V to below 1.0 V
MGC ↔ GND (C7–14 ↔ C9–22)	L ↔ W–B	A/C compressor OFF → ON	From 10 – 14 V to below 1.0 V
LOCK ↔ FrSG (C6–7 ↔ C8–12)	W–L ↔ Y–G	A/C compressor ON	Pulse
TW ↔ GND (C6–9 ↔ C9–22)	Y–B ↔ W–B	IG ON	Pulse
PSW ↔ GND (C6–10 ↔ C9–22)	L–W ↔ W–B	A/C refrigerant pressure: less than 0.19 MPa (2.0 kgf/cm^2) or more than 3.14 MPa (32 Kgf/cm^2)	From 10 – 14 to below 1.0 V
IGN ↔ GND (C6–13 ↔ C9–22)	B ↔ W–B	Engine idling	Pulse
SPD ↔ GND (C6–22 ↔ C9–22)	V ↔ W–B	Turn propeller shaft slowly	Pulse
ACT ↔ GND (C6–23 ↔ C9–22)	L–B ↔ W–B	Start engine. A/C switch: ON Magnetic clutch: Engaged	10 – 14 V
		Start engine. A/C switch: ON Magnetic clutch: Not engaged	Below 1.0 V

w/ Navigation system:



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
B ↔ GND (C22–1 ↔ C22–11)	G–R ↔ W–B	Always	10 – 14 V
ILL+ ↔ GND (C22–2 ↔ C22–11)	G ↔ W–B	IG ON. Taillight switch: TAIL	10 – 14 V
PSW ↔ GND (C22–4 ↔ C22–11)	L–W ↔ W–B	A/C refrigerant pressure: less than 0, 19 MPa (2.0 kgf/cm^2) or more than 3. 14 MPa (3, 140 kgf/cm$^{2)}$	From 10 – 14 to Below 1.0
SPD ↔ GND (C22–6 ↔ C22–11)	V ↔ W–B	IG ON. Turn front wheel slowly	Pulse generation
TW ↔ GND (C22–7 ↔ C22–11)	Y–B ↔ W–B	IG ON.	Pulse generation
ACT ↔ GND (C22–8 ↔ C22–11)	L–B ↔ W–B	Start engine. A/C switch: ON Magnetic clutch: Engaged	10 – 14 V
		Start engine. A/C switch: ON Magnetic clutch: Not engaged	Below 1.0 V
GND ↔ Body ground (C22–11 ↔ Body ground)	W–B	Always	Continuity
IG+ ↔ GND (C22–12 ↔ C22–11)	R–L ↔ W–B	IG ON.	10 – 14 V
ACC ↔ GND (C22–13 ↔ C22–11)	GR ↔ W–B	IG ACC.	10 – 14 V
AIR ↔ GND (C22–16 ↔ C22–11)	LG–B ↔ W–B	IG ON. Air intake selector: RECIRCULATE	10 – 14 V
		IG ON. Air intake selector: FRESH	Below 1.0 V
AIF ↔ GND (C22–17 ↔ C22–11)	G–W ↔ W–B	IG ON. Air intake selector: RECIRCULATE	Below 1.0 V
		IG ON. Air intake selector: FRESH	10 – 14 V
FrAMH ↔ GND (C22–18 ↔ C22–11)	P–B ↔ W–B	IG ON. Set temp. (Front A/C): MAX. COOL	Below 1.0 V
		IG ON. Set temp. (Front A/C): MAX. WARM	10 – 14 V
FrAMC ↔ GND (C22–19 ↔ C22–11)	P–G ↔ W–B	IG ON. Set temp. (Front A/C): MAX. COOL	10 – 14 V
		IG ON. Set temp. (Front A/C): MAX. WARM	Below 1.0 V
VER2 ↔ GND (C22–21 ↔ C22–11)	W–B ↔ W–B	Always	Continuity
TS ↔ SG (C21–2 ↔ C21–1)	G–R ↔ B–Y	IG ON. Solar sensor is subjected to electric light	0.8 – 4.3 V
		IG ON. Solar sensor is covered by a cloth	Below 0.8 V
TAM ↔ SG (C21–3 ↔ C21–1)	L–Y ↔ Y–G	IG ON. Ambient temp.: 25 °C (77 °F)	1.8 – 2.2 V
		IG ON. Ambient temp.: 40 °C (104 °F)	1.2 – 1.6 V
FrTP ↔ SG (C21–5 ↔ C21–1)	B–Y ↔ Y–G	IG ON. Set temp. (Front A/C): MAX. COOL	3.5 – 4.5 V
		IG ON. Set temp. (Front A/C): MAX. WARM	Below 1.0 V
FrLAT (C21–7)	W	Communication circuit (between front A/C amplifier and rear A/C amplifier)	–

FrCID (C21–8)	L	Communication circuit (between front A/C amplifier and rear A/C amplifier)	–
FrS5 ↔ SG (C21–9 ↔ C22–1)	G–R ↔ Y–G	IG ON.	4.5 – 5.5 V
FrTR ↔ SG (C21–10 ↔ C21–1)	B ↔ Y–G	IG ON. Cabin temp. (Front side): 25 °C (77 °F)	1.8 – 2.2 V
		IG ON. Cabin temp. (Front side): 40 °C (104 °F)	1.2 – 1.6 V
FrTE ↔ SG (C21–11 ↔ C21–1)	GR–B ↔ Y–G	IG ON. Evaporator temp. (Front A/C): 0 °C (32 °F)	2.0 – 2.4 V
		IG ON. Evaporator temp. (Front A/C): 15 °C (59 °F)	1.4 – 1.8 V
TPI ↔ SG (C21–13 ↔ C21–1)	L–R ↔ Y–G	IG ON. Air intake selector: RECIRCULATE	3.5 – 4.5 V
		IG ON. Air intake selector: FRESH	Below 1.0 V
FrCSD (C21–15)	R	Communication circuit (between front A/C amplifier and rear A/C amplifier)	–
FrCLK (C21–16)	G	Communication circuit (between front A/C amplifier and rear A/C amplifier)	–
MPX– (C23–1)	P–B	Multiplex communication circuit	–
CLK (C23–2)	L–R	Communication circuit (between front A/C amplifier and clock)	–
DPD (C23–3)	L–W	Communication circuit (between front A/C amplifier and center cluster integration panel)	–
DEF ↔ GND (C23–6 ↔ C22–11)	B–W ↔ W–B	IG ON. Air flow selector: DEF.	Below 1.0 V
		IG ON. Air flow selector: Except DEF.	10 – 14 V
B/L ↔ GND (C23–8 ↔ C22–11)	BR–W ↔ W–B	IG ON. Air flow selector: B/L	Below 1.0 V
		IG ON. Air flow selector: Except B/L	10 – 14 V
IGN ↔ GND (C23–9 ↔ C22–11)	B ↔ W–B	IG ON.	Pulse generation
MPX+ (C23–10)	P–L	Multiplex communication circuit	–
BLK (C23–11)	L	Communication circuit (between front A/C amplifier and center cluster integration panel)	–
STX (C23–12)	L–B	Communication circuit (between front A/C amplifier and center cluster integration panel)	–
SWD (C23–13)	L–Y	Communication circuit (between front A/C amplifier and center cluster integration panel)	–
LOCK ↔ GND (C23–15 ↔ C22–11)	W–L ↔ W–B	Start engine. Magnetic clutch: Engaged	Pulse generation
F/D ↔ GND (C23–16 ↔ C22–11)	P–L ↔ W–B	IG ON. Air flow selector: FOOT/DEF.	Below 1.0 V
		IG ON. Air flow selector: Except FOOT/DEF.	10 – 14 V
FOOT ↔ GND (C23–17 ↔ C22–11)	W ↔ W–B	IG ON. Air flow selector: FOOT	Below 1.0 V
		IG ON. Air flow selector: Except FOOT	10 – 14 V
FACE ↔ GND (C23–18 ↔ C22–11)	GR ↔ W–B	IG ON. Air flow selector: FACE	Below 1.0 V
		IG ON. Air flow selector: Except FACE	10 – 14 V
RDFGR ↔ GND (C24–3 ↔ C22–11)	LG ↔ W–B	IG ON. Rear deffoger switch: ON	Below 1.0 V
		IG ON. Rear deffoger switch: OFF	10 – 14 V
AC1 ↔ GND (C24–4 ↔ C22–11)	W–G ↔ W–B	Start engine. Magnetic clutch: Engaged	Below 1.0 V
		Start engine. Magnetic clutch: Not engaged	10 – 14 V
MGC ↔ GND (C24–11 ↔ C22–11)	L ↔ W–B	Start engine. Magnetic clutch: Engaged	Below 1.0 V
		Start engine. Magnetic clutch: Not engaged	10 – 14 V

FrHR ↔ GND (C24−12 ↔ C22−11)	Y−R ↔ W−B	IG ON. Blower motor: Operate	Below 1.0 V
		IG ON. Blower motor: Not operate	10 − 14 V
FrBLW ↔ GND (C24−13 ↔ C22−11)	W−R ↔ W−B	IG ON. Blower motor: Operate	Below 1.0 V
		IG ON. Blower motor: Not operate	10 − 14 V